

IN THE CLAIMS

Please amend the claims as follows:

Claims 1-3 (Canceled).

Claim 4 (New): Air intake layout for a turboprop engine comprising:

a propeller;

an air intake leading edge surrounding an air intake section and forming a rear end of a nacelle surrounding the turboprop, the air intake section surrounding a shroud that extends behind the propeller, encloses a compartment and is fitted with an opening panel located at least partially under the leading edge,

wherein the leading edge is divided into two separable parts extending over complementary parts of a circumference, and parts of the leading edge are assembled separably to a main part of the nacelle.

Claim 5 (New): An air intake layout according to claim 4, wherein the main part of the nacelle comprises a leak tight wall on which the leading edge is placed, parts of the leading edge are assembled separably to the main part of the nacelle through screws passing through the leak tight wall, engaged in tapped threads of the parts of the leading edge and with heads that can be accessed through a cover that opens onto the main part of the nacelle.

Claim 6 (New): An air intake layout according to claim 4, wherein parts of the leading edge are assembled together by flanges fitted with bolts, the flanges of a first of the parts re-entering into a shroud of the part and the flanges of a second of the parts projecting from the shroud of the second of the parts.

Claim 7 (New): An air intake layout according to claim 5, wherein parts of the leading edge are assembled together by flanges fitted with bolts, the flanges of a first of the parts re-entering into a shroud of the part and the flanges of a second of the parts projecting from the shroud of the second of the parts.